

AFV Progress in Our Federal Fleets – Six Cities

From the perspective of the Salt Lake Clean Cities Coalition

Presented by Beverly Miller, director,
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Status Report:

Salt Lake Clean Cities became the 16th Clean City site in October 1993, and was one of the earliest coalitions to hire a full-time coordinator. Since then the Coalition has received more than \$748,000 in U.S. Department of Energy grants to leverage \$1.34 million in private and public-matching funds. The Salt Lake Clean Cities region includes a 75-mile stretch of narrow valleys that lay at the foot of the Wasatch Mountains, the westernmost edge of the Rockies, which is home to more than 1.6 million people. In just over five years, Salt Lake Clean Cities has achieved several notable milestones, including:

- A stakeholder membership of more than 65 public and private entities,
- The fourth largest natural gas refueling infrastructure in the nation after California, Texas and Georgia,
- Questar Gas Company's annual naming as one of the nation's top five natural gas utilities promoting alternative fuel vehicles,
- The State of Utah's fleet that annually meets, or exceeds, their AFV acquisition requirements for the Energy Policy Act,
- And, in 1999, Salt Lake's selection to be one of Six Cities in the **Federal AFV USER Program**, a partnership effort between the federal General Services Administration and the U.S. Dept. of Energy. As the official "voice" for AFVs, the six local Clean Cities programs have assumed a leadership role in meeting the goals of the Federal AFV USER program. **Those goals are:**
 - a. increasing the utilization, the support and the expansion of our AFV refueling infrastructure, through,
 - b. purchasing more AFVs by federal agencies,
 - c. and, using more gallons of alternative fuel by the AFVs currently in the federal government's fleet.

How Salt Lake plans to meet those goals.

Challenges:

- While many of the AFVs currently owned and being purchased by local federal fleets are flexfuel vehicles. Ethanol in the form of E-85 is not available in Utah.
- GSA is a service agency and views the federal agencies it serves as "clients." Therefore, local GSA agents hesitate to "make demands" concerning AFVs.
- Original guidelines restricted the use of Six Cities funds to federal agencies within Salt Lake City's municipal boundary, not the metropolitan area.
- No funds for infrastructure were specifically provided. U.S. DOE was only able to provide some funding through the highly competitive SEP grants process.
- The Salt Lake-based federal agencies do not have a functioning Federal Executive Board, or Association, to serve as a forum for the Program.

Advantages:

- Our natural gas refueling infrastructure, our healthy and active Coalition and our history of successes are all distinct advantages.
- The U.S. Postal Service plans to bring up to 500 flexfuel, neighborhood delivery trucks to Salt Lake over the next five years, requiring several E-85 public-refueling stations. This guarantees early-on E-85 consumption.
- An E-85 Ad Hoc Committee consisting of GSA, the State of Utah, the U.S. Postal Service, Questar Gas, the Office of Energy Services and Clean Cities staff have met regularly to brainstorm a road map for meeting Salt Lake's goals for the program, in particular, the E-85 stations.
- The willingness of the State and GSA to reassign AFVs to different locations with better AFV refueling opportunities.

Goals and Plan of Action:

The over-arching goal for this program is to increase alt. fuel usage and to help our federal agencies meet the expected Executive Order calling for a 20-percent petroleum reduction by 2005. Therefore, Salt Lake will work to bring ethanol into Utah for all current and future GSA, State, Post Office and privately owned FFVs in Utah. The E-85 stations are to be linked to the current natural gas infrastructure through a common credit card. Another goal is to gradually add to the current natural gas (and propane, if possible) refueling infrastructure, placing stations in locations with the greatest need and/or opportunity. One such site is the Salt Lake International Airport; another is west, mid Salt Lake Valley. Another goal is a targeted public awareness campaign aimed at private citizens who unknowingly own such FFVs as Chrysler's minivan and Ford's Taurus and its Ranger truck. Increased use of E-85 will guarantee the fuel will remain on the market.

To reach these goals, and others to be determined:

- Through the E-85 Ad Hoc group, find a major fuel supplier to help bring E-85 to Utah and to set up at least four E-85 refueling stations;
- Encourage the creation of some form of Federal Executive Board;
- In cooperation with GSA, Salt Lake Clean Cities must visit and work with all major federal agencies in the Salt Lake area. These visits will include:
 - a. talks with the Division administrator;
 - b. a brief presentation and Q & A concerning the benefits and driving AFVs;
 - c. a statement of commitment for use of alternative fuels by that agency;
 - d. and, efforts to win a commitment to join Clean Cities;
- Coordinate with Ford Motor Co. and DaimlerChrysler to identify and contact all current FFV owners, giving them the opportunity to use an alternative fuel in their vehicles;
- Additionally, through Salt Lake Clean Cities' Public Awareness and Fleet Development committees, develop a public awareness campaign that builds on E-85 but includes the other alternative fuels, natural gas, propane and electric.

Conclusion:

The Federal AFV USER Program has provided Salt Lake Clean Cities a unique, and exciting opportunity. Rather than debate the "chicken-and-egg" issue of AFVs, we can further develop and refine our refueling infrastructure by "the book;" place AFV where refueling exists, and in other cases, place refueling where the AFVs can be concentrated for maximum fuel utilization. The infrastructure and fleet sizes will then grow based on the strong foundation already in place.

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